

PENNYRAIL

JANUARY 2002

VOLUME 6 NUMBER 1

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS NATIONAL NEWS



Chapter

**JANUARY
CHAPTER MEETING
MONDAY, JANUARY 28
7:00 PM
BADGETT CENTER
Arch Street at the Railroad
Madisonville, KY**

PROGRAM

Our newly elected National Director, Wallace Henderson, will present the January program - A Herron video depicting the street railways of Louisville. Wallace and Chuck Hinrichs will provide the refreshments. Let's start the new year with a good attendance - come and bring a friend!!

HOLIDAY MEETINGS

The Chapter held no regular meetings in November and December but the membership did gather for the Annual Clayton Open House on November 24 and the Chapter Christmas Dinner on December 3.

Well over 70 members and guests gathered at the Clayton residence for an evening of Holiday fellowship and lots of train talk. Don was in charge of upstairs operations and provided ample food and drink for the guests. Wally was in charge of the Train Room and several exotic consists made the circuit and

(Continued on page 2)

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Bob McCracken

Vice President
Ricky Bivins

Sect. Treas.
Wally Watts

National Director
Wallace Henderson

"PENNYRAIL" is the
official publication of
the Western Kentucky
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Send news notes,
historical notes and
other rail information
to:

Editor
Chuck Hinrichs

112 Windsor Drive
Hopkinsville, KY 42240
270-886-2849

e-mail
chuckrail@apex.net

RAILCAMP

Railcamp is one NRHS program that addresses, head-on, one of the basic problems facing our Society, the aging of our membership. Railcamp exposes young people to the fascinating world of



railroad history and the hands-on joy of restoring railroad equipment of historic significance.

Our Chapter has not sent a young person to Railcamp but we can assist the program by financial support for other campers or to meet the modest deficit that is not covered by camp tuition. The day may come when we have a Railcamp prospect from our area or from our membership and it would be nice to know

Chapter News

(Continued from page 1)

locomotive smoke hung heavy in the air. All the youngsters and a lot of the more senior attendees enjoyed the trains.

Special guests were our Regional VP, Wes Ross and his wife Shirley. Also attending were the Presidents of both the Owensboro and Paducah Chapters - Wes Eakin and Bob Johnson.

The turnout for the Chapter Christmas Dinner was well below previous years but for the 20 or so attendees it was a pleasant event. The Country Cupboard provided an excellent buffet and a room to ourselves. We might consider a date a bit closer to Christmas for next year's event.

CHAPTER NOTES

Wally Watts' stepmother, Lena Watts, passed away recently. Our prayers are with Wally and all the family.

Portions of the Billy Byrd estate were on the auction block on November 24. The weather was not cooperative. A downpour really dampened the activity. The caboose, lanterns, headlights and other hardware items brought decent prices but the collection of L&N magazines, books and other railroad paperwork did not do as well.

Rex Easterly and Ron
(Continued on page 3)

MEMBERSHIP

National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin	\$28.00 per year.
Family membership	\$31.00 per year.

MORE PHOTOS



ICG SW9 - 1249 (ex IC 466, nee IC 9466) idles away the afternoon at North Yard in Memphis in this April 1981 shot. This switcher found a home in Western Kentucky as one of three units used in the Charloais Coal Company operation at St. Charles. It wore at least three paint schemes during its stay. The operation is now shut down and the future of this unit is unknown.
Photo by Chuck Hinrichs



AMTRAK returns to Louisville. The Kentucky Cardinal made its appearance at Louisville's Union Station on December 4, 2001. The Cardinal equipment made a round trip run to Nashville on December 20 - a possible prelude to Chicago-Nashville service - maybe in 2002
Photo by David

Chapter News

(Continued from page 2)

Stubblefield have been very busy moving items from the Lionel Davis estate over the internet via e-Bay. The hard work is paying off and good prices are being obtained. Good work guys.

Bob McCracken, Chapter President, has taken an early retirement package from GE. Bob and his wife are starting retirement on the right foot with a January trip to Florida to visit Bob's parents.

Jim Bengert's "O" Scale Open House was, again, a successful event. Rich Hane helped with the arrangements *I missed the festivities again this year but maybe next time.*

NEW MEMBERS

Cliff Downey, noted IC historian and former Chapter member has rejoined after an absence of several years. Welcome back Cliff! Also joining the Chapter is Steve Kinghorn from Ramsey, MN. Wally Watts met Steve on a Wisconsin steam outing. We won't see Steve at many meetings but a hearty Kentucky welcome anyway.

CHAPTER EVENTS

As noted elsewhere in this issue there are several opportunities for our membership to take a hands-on part in Chapter activities. Rick Bivins is restoring an REA truck, Jim Pearson is busy archiving the historic rail and rail related

photographs of Western Kentucky and Dennis Carnal has been a one-man search committee locating historical photographs and other material. Dennis, Jim and Rick can all use our help and what better cause than rail preservation and

FEBRUARY 13 MARKS THE 10TH ANNIVERSARY OF THE UNTIMELY DEATH OF RAILFAN AND PHOTOGRAPHER, JERRY MART. JERRY WAS NOT A MEMBER OF OUR CHAPTER (IN FACT JERRY WAS NOT A 'JOINER') BUT WE HAVE ALL SEEN EXAMPLES OF JERRY'S WORK. THE CHAPTER'S VIDEOS ON THE P&L AND THE CADIZ RR ARE JERRY'S WORK. THREE ISSUES OF THE L&NHS'S "DIXIE LINE" WERE DEVOTED TO MART'S PHOTOGRAPHS AND YOU MIGHT REMEMBER JERRY'S ARTICLE ON ILLINOIS CENTRAL GULF ACTION AT FULTON, KY THAT APPEARED IN "TRAINS." WE MISS YOU JERRY!

RAILROAD EMERGENCY PHONE NUMBERS

AS RAILFANS WE ARE OFTEN AT TRACKSIDE AND IN POSITION TO OBSERVE EMERGENCY CONDITIONS THAT COULD AFFECT RAILROAD SAFETY OR SECURITY. KEEP THESE NUMBERS HANDY TO REPORT INCIDENTS.

BNSF	800-832-5452
CN/IC	800-465-9239
CSX	800-232-0144
NS	800-453-2530
UP	888-877-7267

DUES NOTICE

WALLY WATTS HAS PREPARED AND MAILED OUT THE DUES NOTICES FOR 2002.

PLEASE PAY YOUR DUES PROMPTLY TO AVOID THE EXPENSE OF FOLLOW-UP MAILINGS.

A REMINDER: FOR 2002 THE 'CHAPTER ONLY' MEMBERSHIPS WILL BE OFFERED ONLY TO THOSE WHO ARE MEMBERS OF THE NRHS THROUGH ANOTHER CHAPTER OR ASSOCIATE MEMBERSHIP.

SUBSCRIPTIONS TO "PENNYRAIL" ARE AVAILABLE FOR \$12 PER YEAR. NO

The REA Truck and The Evansville Museum

By:
Rick Bivins

Happy Holidays my railroad friends. Wow, where does time go? If anyone knows please let me in on it as I need to catch up on some.

I have a surprise for a few folks. If you were at the September meeting, you saw my program on railroad equipment restoration. One problem I pointed out was what to do with an artifact after the work is completed. This is the very problem I face with my REA truck. Work is about 60% complete and I must decide the final disposition of the behemoth. Well after much consideration and discussion with my dad, I decided I wanted it to be on display somewhere so as to be seen by the general public. It is obvious to me now that the truck is not at all practical to have just because I like it. Upkeep, and insurance on a third vehicle that cannot be used for any thing at all is reason enough. Not to mention the fact that I have not the room to store it inside. If it were left outside in the weather, it would deteriorate very quickly. Enter Denis Carnal.

Denis suggested I contact the Evansville Museum of Arts and Science. The Museum has a new transportation section and railroads are a focal point. And guess what, they are not only interested but excited too. The director of the transportation wing is very eager and anxious about getting it there. While final details have yet to be worked out I am very confident an agreement will be met. Enter a new problem, time.

It was my hope that the chapter
(Continued on page 5)

BITS OF HISTORY

FRIEND, SALINE Co NEBRASKA

*Immigrant Issue - Lincoln State Journal, Sunday 5 June 1887**

Located in Saline County on the Burlington and Missouri Railroad, forty-seven miles from Lincoln - Population Two Thousand.

Friend, is situated on the Burlington and Missouri railroad about forty miles west of Lincoln and in a fine part of the state. It has a population of about 2,000 people. The business interests of the town are well represented. There are five dry goods stores, nine grocery stores, two hardware, two furniture, one exclusive boot and shoe, one exclusive clothing, one cigar factory, one exclusive book, news and notion store, three drug stores, three banks, two weekly newspapers, three implement houses, two harness shops, four blacksmith shops, two wagon shops, two millinery stores, four lawyers and a dozen or more insurance and collection agents, five churches, two jewelry stores, four doctors, three saloons, two restaurants, and two hotels. And right here let it be said that there is the best opening for a good hotel in Friend of any place on the B and M between Lincoln and Hastings.

The public school is an institution of which the town is proud. There are some 430 pupils and six teachers are employed.

The amount of grain shipped from this point last year was 1,285 cars or about 642,500 bushels. Of stock there were shipped 227 cars and during the months of February, March and April of this year, 74 car loads amounting to the smug sum of \$51,710.01. There was received at this point last year 160 cars of coal, and 80 cars of lumber.

There are two good grain elevators, four coal yards and three lumber yards. The future prospects of Friend are very flattering. Farmers' prospects were never better than now. A new railroad is expected here within the next few months, and the favorable outlook for the farming community will certainly make our town one of the most desirable locations for any one that has capital and business qualifications.

Every week our numbers are increasing, so come to Friend and live and be happy.

** This special edition was intended to promote Nebraska as a state and provide the towns with an opportunity to advertise their status and attract new residents.*

50 years ago train #101, the westbound City of San Francisco, was marooned for 4 days on Donner Pass.

REA

(Continued from page 4)

would get interested in the REA truck. It was not to be so. Perhaps it is not too late. With the Evansville Museum ready to take the truck I have to work a little faster now. If not I may lose the opportunity to keep the truck close to home. This is a plea of help. Once again, would the chapter like to participate in the restoration of Madisonville's REA truck in exchange for placard of recognition to be displayed with the truck once it is at its new home? If so there are many ways to help. One of course would be financial. There are many things I will need to finish the truck. One other is good ol' hands on work. If one has a shop or garage to work out of, I can get some part to you for repair, painting or cleaning. Many options are open right now. If one has any REA or L&NRR artifact that would be appropriate for display with truck I will gladly include them. I would like for the chapter to be involved as a group but anyone willing to help outside of the chapter will be greatly appreciated. Once again I need help preserving one of Madisonville's railroad memories. Remember also: action speaks louder than words. So, let me know with your action and soon. Thank You

This matter deserves discussion at our January meeting. Please come prepared to discuss your views on historic preservation and our Chapter's policy regarding



RAILFAN RADIO COMMUNICATIONS

B4

Now you guys (and gals) all know I'm always investigating the latest in railroad communications, frequencies, equipment, modes, etc. to keep on top of the latest developments. Now not all of us are amateur radio operators or have the inclination to be one. but that shouldn't shut us out of an interesting way of providing two-way communications between railfans. While it could be the cell phone, a CB radio, or one of the new MURS radios, there is a much simpler (and inexpensive) means to communicate - it's called Family Radio Service, or FRS for short.

Now you may have seen mom, dad, and the rugrats run around the local amusement park with these tiny little handheld radios. Or maybe you and your hunting buddies use them to track two-legged and four-legged deer. Well these tiny radios are pretty impressive and there are applications very useful to us as railfans. Thanks to my sister and brother-in-law, this Christmas brought one of these radios to my ever-growing stash of communications gear.

FRS was licensed by the FCC to operate on 14 different frequencies using only a half of a watt of power. Despite the relatively low power, the radios can transmit up to 2 miles in the ideal conditions. Now if 14 frequencies just aren't enough, most models have either analog or digital PL tones, which eliminate interference even further between different groups of users. There are also some radios which have VOX,

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or voice activated operation (see the mobile extender idea below). So how can these radios help us railfan?

Scenario 1 - several members of the local NRHS chapter go to Chattanooga for a TVRM excursion. They decide to caravan down together in three separate cars. How do we communicate for rest stops, gas breaks, and perhaps even roadside emergencies??? How about equipping each vehicle with an FRS radio? Want to make sure everyone is up and leaves on time for breakfast? Again, FRS provides a simple, direct means of communications.

Scenario 2 - three buddies decide to go out railfanning and hike up the hills in different places for different shots. How do you know the train that is coming has one of the brand new XYZ paint scheme? Communication by FRS, of course.

Scenario 3 - the P&L Railway decides to host excursions out of Madisonville to Central City and needs volunteers. How does the chapter coordinate its operations? Equip every member with an FRS radio and set up some simple operating protocols.

Scenario 4 - Most of us use tuned antennas and better scanners in vehicles to improve our reception of railroad communications when we're out railfanning. Now you can rebroadcast those transmissions to another FRS or a handheld scanner when you're outside the vehicle. Simply hook up the audio output of the scanner to the headset/mic input of an FRS radio which a simple audio patch cord from Radio Shack, and set the radio up for VOX operation with a PL/DPL tone (if so equipped) on an unused channel. Now the scanner in your vehicle will transmit all received transmissions on that FRS channel. Simply carry

(Continued on page 7)

NOVEMBER MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center, Madisonville, KY
 Monday, November 5 7:00 pm

President McCracken called the meeting to order and the minutes of the July and August meetings and the treasurers report were approved as corrected.

TREASURER'S REPORT:

Opening Balance		1647.53	
<i>Income</i>			
Dues Chapter	16.00		
Dues National	25.00		
Donations	0.00		
Video	28.00		
Raffle	10.00		
Total	79.00	1726.53	
<i>Expenses</i>			
Dues Paid	17.00		
Postage	37.50		
Print	18.02		
Supplies	2.96		
Misc	0.00		
Total	75.48		
Ending Balance		1651.05	
MEMBERSHIP:			
Full	4	4	
Chapter Only	31		
Total	7	5	

DIRECTORS REPORT: Chuck reported that all National officers re-elected. One RVP vacancy. Also Photo question still unresolved. Budget for 2002 approved (calling for small deficit.) Host Chapter did great job with tour of East Broad Top, visit to Horseshoe Curve, Altoona Museum and sight of inclined planes.

OLD BUSINESS: Christmas dinner date and location OK'd. Country Cupboard at 6 PM on Monday December 3. Brown bagging OK

NEW BUSINESS: Motion made and passed that we forego a November meeting. With no November meeting it was moved and passed that both nominations for and election of Chapter officers be held at this meeting. All incumbents were nominated for another year. Chuck Hinrichs withdrew his name as candidate for National Director and nominated Wallace Henderson to the post. Nominations were closed and the revised slate was elected by acclamation. Officers are: Bob McCracken, President; Rick Bivins, Vice President; Wally Watts, Sect./Treas; Wallace Henderson, National Director and Ron Stubblefield, Director at Large.

Chuck discussed photo reproduction quality in the PENNYRAIL. A Hopkinsville firm has quoted a price on a direct from computer disk to printer option which bypasses the copy process. Will do a test (lead time did not permit a test for this issue) and evaluate results.

ATTENDANCE: Adam Parks, Rick Bivins, Dennis Camal, David Millen, LeRoy Cobb, Ron Stubblefield, Keith Kittinger, Richard Knapp, Rex Easterly, Rich Hane, Louie Hicks, Bob Moffet, Wally Watts, Greg Utley, Bob McCracken, Wallace Henderson, Chuck Hinrichs and guest Raymond E.

**PENNYRAIL
 TIMETABLE #56
 FOR THE GOVERNMENT OF RAILFANS ONLY**

HISTORICAL SOCIETY EVENTS

August 18-26 2002 Williams AZ NRHS Convention

April 12-14 2002 Harrisburg PA NRHS Board of Directors

November 1-3 2002 Mt Pleasant IA NRHS Board of Directors

MODEL RAIL EVENTS

Clarksville Model Railroad Club - Clarksville, TN - is constructing a permanent HO layout. **Membership is open.** Meetings each Thursday evening at 404 Pagent Lane (in basement) for Info call Robert Swieder 931-551-9467

February 16 Bowling Green KY sHOw - Modular Model Railroad Club show. Knights of Columbus Hall, 911 Searcy Way. 9:00 am to 3:30 pm - \$4

February 2-3 Louisville, KY GATS show. Convention Center, 211 4th Ave. 11 am to 5 pm \$7

RAILFAN EVENTS and EXCURSIONS

March 23 .. EASTRAIL 2002 . . .

Washington, New Jersey, Warren Hills Regional High School. Multi-media sound & slide entertainment; railroadiansa show, 10 AM to 6 PM. Tickets in advance \$10 from URHS-NJ, P.O. Box 711, Clark, N.J. 07066. For further information call 732-671-9644 (7-9 PM).

June 22 1225 Steam Excursion

Lake Central Rail Tours will operate the excursion from Owosso to Mt. Pleasant, MI, with a side trip to Clare. over the rails of the Tuscola & Saginaw Bay Railway. Tickets are available from Lake Central Rail Tours. For more information, call us at (810) 638-7248, or visit us on the web at: <http://www.lakecentralrailtours.com/>

VISIT THE CHAPTER WEB SITE
<http://www.threeoaksphoto.com/wknrhs/>

REGIONAL RAIL NOTES

PENNYRAIL

COMMUNICATION

Contractors for CSX demolished OB Cabin in Covington, Kentucky, beginning yesterday and finishing today. OB controlled the crossovers at the east end of the C&O's Ohio River Bridge and the Covington station platform. As reported earlier, NA Tower in St. Bernard, Ohio, is in the process of demolition, however as of 1300 on Friday, it still stands. When NA falls, it will be the third interlocking tower in Cincinnati to be demolished this week. The first to fall, KC Junction in Covington, was torn down on Tuesday.

Internet

CSXT train X-400-02 has arrived in the North Jersey Terminal powered by CSXT 8768 and CSXT 9031 and consists of 86 loads of snow from Frontier Yard in Buffalo, NY. 2,952 tons of snow in a 5,401 foot long train. This is the second move of snow out of Frontier Yard in Buffalo, NY. CSXT train X-401-30 has already gone south to Jacksonville, FL powered by CSXT 7856 and CSXT 7848 and consisted of 88 loads of snow that totaled 3,035 tons. Another unit snow train is currently expected to operate.

Internet

Beginning in April, Springdale-based Arkansas & Missouri Railroad hopes to help boost Fort Smith tourism with the addition of a riding and informal dining excursion train, A&M President and CEO Larry Bouchet said this week.

About two weeks ago, Bouchet said, the company bought two lounge cars from Amtrak. If Fort Smith officials are interested and willing to help promote the service, A&M will initiate a schedule across the mountains to and from Fort Smith. For the proposed Fort Smith run, A&M will renovate the lounge cars and pair one with a coach car from the three that now run out of Springdale, Bouchet said. Once the cars are up and running, the railroad will have \$50,000 to \$60,000 invested in

Internet

Amtrak, with the cooperation of CSX, ran an inspection train from Louisville to Nashville and back on December 20. The equipment was part of the layover Kentucky Cardinal. There is a possibility that the Kentucky Cardinal may be in operation to Nashville before the end of 2002. A note to your Senators and Representatives in support of this service would certainly help.

CFH

As of January 13, 2002, the new Fort Campbell Rail - CSX rail connection south of Hopkinsville has not been used. There is a possibility that a movement may be made on or about January 22. An FCR train crossing the new bridge over Ft. Campbell Boulevard (US 41A) would make a great photo. I hope I can have something for the February "PENNYRAIL"

CFH

CSX still is presenting Henderson Sub railfans with a pleasant variety of locomotive power. CEFX, FURX and GCFX SD40-3s are still common sights. SD70MACs are more common now that the heavy CW44ACs have replaced them in the Grafton, WV area. Wallace Henderson has also spotted several of the CW60ACs in the 5000 road number series.

CFH

(Continued from page 5)

another FRS or your other handheld scanner tuned to the appropriate frequency when you're hiking in the hills or down the tracks from the vehicle. With your "mobile extender" you can hear all those long distance signals loud and clear while you're away from the vehicle.

Similar to the old CB Channel 9 days, FRS Channel 1 has been unofficially designated as the nationwide "emergency and assistance" channel. Meanwhile, FRS Channel 4 has been adopted in many areas as a railfan FRS channel. So what are the frequencies???

FRS Channel 01 - 462.5625 Mhz
FRS Channel 02 - 462.5875 Mhz
FRS Channel 03 - 462.6125 Mhz
FRS Channel 04 - 462.6375 Mhz
FRS Channel 05 - 462.6625 Mhz
FRS Channel 06 - 462.6875 Mhz
FRS Channel 07 - 462.7125 Mhz
FRS Channel 08 - 467.5625 Mhz
FRS Channel 09 - 467.5875 Mhz
FRS Channel 10 - 467.6125 Mhz
FRS Channel 11 - 467.6375 Mhz
FRS Channel 12 - 467.6625 Mhz
FRS Channel 13 - 467.6875 Mhz
FRS Channel 14 - 467.7125 Mhz

So you see, FRS is not just for hunting, shopping at the mall, or keeping tabs on the yard apes in the neighborhood. These little radios can be quite helpful chasing trains. Shop around for the best deals at Radio Shack, Wal-Mart, Circuit City, Best Buy, etc. You can find some bargains, usually a l i l y for about \$20 a radio. Go ahead and get the PL tones (usually referred to a "privacy tones") and VOX operation. Scrambling is usually unnecessary unless your intentions are to maintain complete security (which isn't very secure anyway). Also, I'm sure you'll find other uses with the

(Continued on page 8)

SUBSCRIPTION RATES

PENNYRAIL

11 issues

\$12 PER YEAR

COMMUNICATION

(Continued from page 7)

family, your civic organizations, church functions, and other ideas. Use your imagination and get out and railfan with FRS.

[Last Minute Addition: To avoid some conflicts, I'd like to suggest that NRHS Western Kentucky Chapter members who are interested in using these FRS radios use FRS Channel 04 for general voice operations, and FRS Channel 11 for the mobile extender operation. Privacy Code 18 (PL tone of 123.0) is a recommendation for the mobile extender operation. Channel 04 should be used with no Privacy Code, but if one is needed, it is suggested that you use the same one as the mobile extender. To use Channel 04, simply state "This is Railfan Joe monitoring FRS Channel 04. Anyone out



PHOTO SECTION



ICG (ex GM&O) GP35 sits outside the Central City engine house in this early 1980s shot. ICG, all the Central City shop and office buildings and, in fact, most of the tracks are gone. Many a pleasant afternoon was spent here when it was not unusual to find 20 or more locomotives and some friendly shop folks to make the trip worthwhile.

Tim Baggett photo - Chuck Hinrichs



A pair of L&N hi-nose GP9s are busy shuffling cars at the yard in Guthrie, Kentucky. L&N's Memphis Line still crossed the Henderson Sub at Guthrie and the local worked out of Madisonville. This shot was taken in the early 1980s. Photo by Chuck Hinrichs

"PENNYRAIL" is your publication. If you have photographs or other material of historical interest that you would like to share with Chapter members, your editor would appreciate hearing from you. My scanner is non-destructive and your material will receive the best of care while being readied for publication. Your help is appreciated.